

HAMILTON COUNTY AIRPORT AUTHORITY

December 6, 2007

The Hamilton County Airport Authority met on Thursday, December 6, 2007 in the Hamilton County Government and Judicial Center, One Hamilton County Square, Noblesville, Indiana.

Work Session

The Board met in Conference Room 1A at 6:00 p.m. for a work session.

Don Silvey stated the FAA (Federal Aviation Association) has informed Woolpert that they are willing to work with the Board on the \$150,000 primary entitlement funds in 2008. Silvey suggested using that money for reimbursement to the county.

Mike Howard reported that the Sheridan Airport Appraisal should be presented to the Board by the next meeting.

Howard stated the State has changed how they calculate TIF and there should be enough money for the master plan.

Discussion of environmental studies was held. Howard suggested Woolpert bring a cost proposal to the next meeting.

Chris Snyder reviewed the proposed 2008-2013 Capital Improvement Plan (CIP).

Public Session

President Silvey called the public session to order at 7:12 p.m. Secretary Rauch called Roll and declared a quorum present of Allyn Beaver, Tom Kapostasy, Ted Moran, Don Silvey, and Tim Tolson. Marc Applegate was absent.

Approval of Minutes

Kapostasy motioned to approve the minutes of November 6, 2007. Tolson seconded. Motion carried unanimously (5-0).

President's Report

Silvey will be meeting next week with representatives from Westfield. Westfield has an overlay zone for planning and their zoning process along SR 32. Anyone planning on developing anything along SR 32, by their Ordinance, must coordinate with the Indiana Department of Transportation (INDOT). Westfield has offered that they might consider working with our interests so we would outline an area and based on our planning that our engineers are working on now so in the worst case scenario what area we would have potential interest in and when the town becomes a city would consider an overlay zone that anything being developed would have to come before this Board and we would have the opportunity for input. With that in mind for Westfield the hope would be we would have something to present to Boone County with a concept of working together.

Committee Reports

Community and Public Relations

Tolson stated he, Andrea Montgomery and Warren White met with the Hamilton County Convention and Visitors Bureau (HCCVB) and are moving forward with the grant proposal. Dan Montgomery stated there is a meeting on January 14 at 2:30 p.m. that Tim and Andrea are unable to attend and they would like a Board member in attendance. Silvey will attend the meeting.

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Capital Improvements

Silvey stated they are working on the Master Plan.

Indianapolis Executive Airport Report

Hamilton County Convention and Visitors Bureau

Dan Montgomery stated the Hamilton County Convention and Visitors Bureau meeting was very helpful; they have suggested updating the airport brochures with mileage indicators and better pictures. They are going to include the airport in their golf advertising.

Aerial Photo

Montgomery stated a new aerial airport photo has been hung in the Commissioners Courtroom.

2008 Open House

The Airport Open House to benefit the Indiana Downs Syndrome Association will be held June 14, 2008.

Christmas

Airport employees have been reading children's books to children visiting the airport.

Schedulers Dispatch Conference

Andrea and Dan will be attending the Schedulers Dispatch Conference in January 2008 to promote the airport.

Bailey Payment

Mr. Bailey has paid the crop rental payment of \$25,000 and it has been deposited into the Airport Operating Account.

Localizer

ASMI has replaced a part on the localizer and it has been staying study. A letter will be sent to the FAA informing them we are switching maintenance of the Localizer to ASMI. Silvey asked if this satisfied the FAA concern? Montgomery stated yes. Howard asked when is the Bailey contract complete? Montgomery stated the end of 2008. Howard and Montgomery (Dan) will meet next year to discuss the Bailey contract.

Union Township Communication Breakfast

The Union Township Trustee is hosting a communication breakfast at the airport on January 18, 2008 at 8:00 a.m. for developers, Boone County officials and Westfield officials. Montgomery asked that at least one Board member attend this meeting.

Woolpert Engineering Report

Capital Improvement Plan

Snyder asked if the Board had any further modifications to the Capital Improvement Plan, the final draft will be submitted for approval at the January meeting. Kapostasy stated we have discussed moving up the taxiway lighting study and plan one year earlier. Snyder recommended moving the design portion to 2008 and construction to 2009. Kapostasy motioned to accept the Capital Improvement Plan recommended by Woolpert except for moving the two (2) runway lighting projects up one year closer to today. Moran seconded. Motion carried unanimously (5-0).

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AIP-13

Snyder requested approval of Change Order #3 for Poindexter Excavating in the amount of a reduction of \$2,373.15. Allyn Beaver motioned to approve. Silvey seconded. Motion carried unanimously (5-0).

Snyder requested approval of a Change Order for Michiana Contracting. Woolpert has spoken with INDOT and the FAA regarding providing additional lighting or marking on the taxiway within AIP-13. The FAA has approved reflectors being purchased under this project and has approved new taxiway edge lights on A-6 Connector; this is where the old 9/27 was being planned. Right now there are no taxiway lights at that intersection. Michiana's change order is for \$14,455 and Woolpert for \$2,000 for design and layout. Kapostasy motioned to approve. Tolson seconded. Motion carried unanimously (5-0).

Snyder requested approval of FAA/INDOT Pay Request #10 in the amount of \$2,282.00. Currently Poindexter is due \$8,405.59 for retainage. Snyder asked Rauch if the crop damage has been paid. Rauch stated she does not know. Snyder requested that retainage be released upon payment for the crop damage. Tolson motioned to approve. Allyn Beaver seconded. Motion carried unanimously (5-0).

Airport Master Plan [7:31:02]

Snyder stated during the workshop they went through a whole identification of alternatives for consideration based on the justification that has been presented for TYQ (Indianapolis Executive Airport) for the FAA regarding runway configurations and lengths at the airport. Snyder requested the board consider the selections. Different configurations may impact your selection of others so the Board can discuss accordingly. Snyder asked that the first selection be for the primary runway preferred development length, this is for 18/36 and this may include any modifications that you request based on what you heard today. The second selection is the crosswind runway preferred orientation and length, and the third selection is Board discussion about the terminal area development and air traffic control tower. Snyder stated it is a good idea to have a secondary alternative for consideration that way it would give you a better evaluation, it might change your mind, in essence, and it is also good for the community. Silvey asked if it is better to have a Phase 1 at 7,000 feet and Phase 2 at 7,000 plus a number or would it be better if the number was not 8,400 if the number was 7,500 to actually have a Phase 1 and no Phase 2? Snyder stated yes you can. I will tell you that if you do put a Phase 2 on your development when you do an environmental assessment you do have to study the cumulative impact and part of that cumulative impact discussion has to include what your future development or ultimate development that use might be; they would have to study it. It would lessen the impact and lessen the study of an environmental assessment. Howard stated on an alternative don't you have everything to gain and nothing to lose if you look at a longer alternative, the thought being the worst they can do is shorten it for you and say that the environmental impact is too severe. On the other hand if you don't put it in long enough you are never going to have that runway protection zone, the noise sensitive area and those things you have got. Snyder and Muia stated correct. Kapostasy asked if a motion is in order? Kapostasy motioned that the Board recommend that the primary runway be 7,500 feet in length to the south from the existing runway which would be a 2,000 foot runway extension to the south and that a secondary option be evaluated would be 8,400 feet same way to the south that would be a total of 2,900 feet to the south. Silvey seconded. Silvey asked if there was any discussion? Kapostasy stated he had a comment on the secondary part,

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the only reason that he put this in is to make sure that we study what an extension would be even though in all of our discussions to date we have sought to minimize any impact any avoidable impact on roads and I think in a 20 year view we have an obligation to have you examine that so when it is time to make that decision and share it with the public we will have facts rather than opinions so that is the reason why I recommend it as a secondary to study. Moran asked if the 7,500 will give us 6,000 feet for a LAHSO operation? Snyder stated for everyone's reference Ted is asking about a Land and Hold Short Operation on the primary runway. Moran asked if the 7,500 feet Phase 1 that Tom is proposing gives us 6,000 feet if we made a selection, say for instance, Option G? Snyder stated it would get you to about 6,000 feet on a Land and Hold Short Operation; based on this recommendation your actual extension may only be 400 feet, maybe it is only 300 feet on Phase 1; I will have to break it accordingly so it may effect the LAHSO distance. From what he understands, on the LAHSO, we can really have any type of LAHSO but certain aircraft might be restricted to the use of that LAHSO. I think at 6,000 feet in a Phase 1 condition at 7,500' if it is 6,000 you are going to get some of the users at the airport for Land and Hold Short. Some users will have to be or the runway will have to be opened and the Land and Hold Short taken off. The tower can't have the ability to do so; it is all based on the frequency of operations. Moran stated ultimately they would come up with a chart so they would know which airplanes fit in which category and so on but for turbo jets, which we seem to be catering to and so on; we need at least 6,000 feet. Snyder stated he thinks we would need 6,000 feet too, I think you would be right at that threshold. Silvey stated we have a motion and second, all in favor? Motion carried unanimously (5-0). Snyder stated so he understands, Woolpert will proceed with the study of a Phase 1 extension to the runway 36 end of approximately 1,500 to 2,000 feet and will fit it as best as such that it minimizes the impact to County Road 200 South. Kapostasy stated right. Snyder asked and look at a Phase 2 extension that would go to 8,400 feet and study the impact of those as well? Kapostasy stated right and using 7,500 instead of 7,000 as to use as much space as possible without a significant impact on County Road 200 South. If that is 7,100 or 7,700 whatever it is, it is fine with us. We would just like to know what it would look like without a major impact. Snyder stated ok, does the Board in their opinion believe an extension at Runway 18 is any type of realistic alternative to be considered? Kapostasy asked to the north? Snyder stated to the north. The Board indicated no. Howard stated the record shows unanimous head shaking. Kapostasy stated we have a motion of a primary and secondary the rest is merely clarification. Silvey stated to answer you so it will be on the record the Board's general consensus that it does not see any probability or any reasonable probability of extending to the north.

Snyder requested the Board select a crosswind runway preferred orientation or length with modifications as required. Again this is all at your option as he described previously that you have every where from a no build condition up to 4,400 feet at this point in time. Silvey asked if anyone has a motion? Kapostasy stated he would be glad to make a motion that the Board would recommend the crosswind runway be as the primary recommendation as in Figure G in our exhibit and secondary one be as in Figure F (as in Frank) in our exhibit noting that it is 4,000 feet and it is the 7-25 orientation. Moran seconded with one caveat, the runway as depicted on this exhibit I favor the G option plus one change and that is for future consideration don't make it 75 feet wide but make it 100 feet wide and that is a Board decision. Snyder stated he would consider that as well for the runway. I will tell you that the FAA will have to determine if the group classification will jump to drive it otherwise it will become a local project and it will become your responsibility to pay for and maintain at 100 feet. Moran stated with the

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argument that an aircraft for its best aerodynamic performance has to take off and land into the wind it would be necessary to have 100 feet wide plus for now and extend it at some later point. Snyder stated he would completely agree and he would take that argument to the FAA and ask for them to make that understanding and make a request and at this point that is all he can do to request it be placed at 100 feet or shown as 75 feet on the initial installation and maybe doing a 100 feet that would be associated with a separate phase. Muia stated that is what she would prefer, 75 first then 100. Moran stated the other consideration you might add when you talk with the FAA about that is that at some point we may wish to hang an ILS on that runway. Snyder stated he can tell you that he will always try and push for an enhanced approach. I think to try and do that under an AOP today we are fighting bigger battles that will not be won. We can provide some planning mechanisms that will be put in place such that if it would ever happen it would minimize the impact if you did and we would definitely consider that in the airport layout plan development. Silvey asked if the width is something that could be done as part of the phasing, in other words could it be 75 feet and 4,000 feet? Snyder stated yes. Silvey stated when you go to 4,400 then have the widening at that time? Moran stated yes, it probably could. He has always found that unless you have a really good engineering firm or contractor that knows what he is doing we don't want a ridge there. That is why he says do the 100 feet now. Kapostasy stated he would like to amend his motion, he would like the motion to be that the Board would recommend configuration G and its primary alternative for crosswind runway and configuration F as its secondary alternative and that both of those be evaluated with both 75 and 100 foot width and with the 4,000 foot length and the 5,000 foot length shown as options. Moran seconded. Snyder stated he has to identify that it is up to 4,400 feet not 5,000 on the crosswind. Muia stated 4,400 is what the FAA approved us based on our meeting at the airport. Kapostasy amended his motion to be 4,000 to the maximum 4,400 that is laid out here. Moran seconded. Motion carried unanimously (5-0).

Snyder requested the Board to determine if an air traffic control tower or any other modifications at the terminal airport development needs to be considered or to recommend further study at a later date? Silvey stated he believes we have discussed what we have on the drawings right now, where we show areas for consideration in the future but at this point just sticking with showing that. Is that what you are asking? Snyder stated yes, is the Board comfortable with the layout of those options or would the Board like to sit down with Montgomery Aviation and lay those facilities out at a later date? Kapostasy stated it is his belief it is premature I think that the Board, at least in our discussions, is on record in support of a control tower in our CIP, we have that listed as an item so we are in favor of establishing it, I think the location would best wait until we really have gone through, almost the airport layout plan for the two runways and have agreement on that after your detailed study. Moran stated just as a matter of clarification the FAA will come in and set the location. Snyder stated what we are going to do for this is just what the FAA requested us to do; we are going to put 1, 2 and 3 preferred locations for an air traffic control tower that you would like to reserve that space for. As Ted mentioned once the FAA comes in they will evaluate those along with others and then make a determination of what is the best location. Silvey stated we don't really want to spend a great deal of time right now because it would basically be wasted. Snyder stated that is correct. Snyder stated he has an understanding from the Board that you would like to go forward with an air traffic control tower, reserve the space for an air traffic control tower and look at terminal area development. Moran asked if you can list them as an option? Snyder stated yes. Moran stated as option 1, 2 and 3 or whatever? Snyder stated he can list what the preferred option is, that way when the FAA picks up

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the plan someone from air traffic would pick it up and would note it is the most preferred option. Snyder stated at this point, based on what he has heard he would like a motion by the Board for the CIP Committee to sit down with Montgomery Aviation to layout the terminal area development but determine when you would like us to do that because he can begin to review the alternatives and study some of the examples in the G and F options. At this point we are safe to proceed and for efficiency purposes he recommends you do that soon. Silvey stated he is assuming after you take what you have for decisions from this evening are you thinking sometime in January to sit down with Montgomery Aviation and sit down with the committee and review them and discuss them? Snyder stated yes. Silvey stated since we will be meeting on the 10th (January) why don't we wait until the 10th to see where you are at that point and then set up a meeting. Snyder stated ok. Kapostasy suggested having a pre-meeting on the 10th. Silvey asked Snyder if he would be ready by the 10th? Snyder stated yes. Silvey set the pre-meeting for 6:00 p.m. on January 10, 2008.

Snyder stated he would like to present the alternatives with the report to the FAA and INDOT. He will identify for them what the Board's and sponsors preferred alternatives are at this time, what we will study and not study and get their input. If for any reason they would not agree with those we would identify this to the Board and discuss it some more. Snyder asked Muia if it is possible to finalize the facilities requirement? She has done a draft at this point and if she could complete that it would complete the picture of what we want to present to the FAA and INDOT. Muia stated yes, that is highly doable.

Snyder asked if this could all occur then even by the January or February date we could have approval of the preferred alternative but he would encourage the Board to consider taking that message out and presenting it to the community to get some of the input at this point in time so you understand the impact is of your selection from the community planning side. Snyder stated he can't stress that enough; the FAA strongly stressed that with us too. Silvey asked if we are at a point where we need to have a meeting with the group that we met with previously in the planning process? Muia stated definitely we could probably do that since we have the forecast approved already. That had not been approved prior to the last meeting. We will have the facility requirements in place and it is a perfect time to have a meeting. Silvey asked if it would be reasonable to look at some time in January that you would be calling a meeting of the citizens' advisory group? Muia stated February. Snyder stated February would be a good time because we could show the terminal development with it too. It would be good to finalize things in February, we have a good understanding of how we are going forward and we could then proceed with the airport layout plans. Howard asked if a meeting with a previously established group requires notice of a public hearing? Muia stated it is the public advisory committee that we had put together for the Master Plan. Silvey asked Muia to plan for the end of February as he will be gone February 10th -18th and Tom will be gone for 10 days in February. Muia stated that would be no problem.

Snyder requested approval of a Pay Request in the amount of \$76,316.75 for facility development work from Aerofinity and Woolpert. Kapostasy motioned to pay \$76,316.75 to Woolpert and Aerofinity as requested. Tolson seconded. Motion carried unanimously (5-0).

Snyder requested approval of a payment to ASMI in the amount of \$13,200 for mobilization, survey, concrete work and electrical work on the Localizer. Tolson

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motioned to approve as presented. Kapostasy seconded. Motion carried unanimously (5-0).

Snyder requested approval of a pay request to Woolpert for General Services in the amount of \$2,790. Tolson motioned to approve as presented. Moran asked what did Woolpert help Montgomery submit to the FAA? Snyder stated they are working on the RCO application, we are trying to get an update to the frequency, they have had a temporary frequency. They have asked for 7460 and we determined there has never been a 7460 submitted to the FAA so we offered to submit it. Moran stated you don't do anything with the FAA regarding frequency without going through the FCC or FAA so to say to that they did not anything about it, it is not correct. Snyder stated he would agree but paperwork gets lost. Moran asked if it is listed? Snyder stated it is listed with the FCC but for it to go from a temporary license to a renewed license. Moran asked if it is listed in the airport directory? If it is listed in the airport directory it is already done and why would you have to reauthorize it? Carl Winkler stated they made an application with the FCC for this frequency about 30 months ago. They amended it after six months and it took us another 11/2 years to get some of the documents from the FAA that we needed. Unfortunately when we moved the Glideslope earlier this summer our application we had in for 30 months was erased so we started back at square one. We discovered with the original application that there was not a 7460, no one has it. Moran asked if this Board authorized payment for it that in years past? Winkler stated not that he is aware of. Moran stated it is impossible to go out there and set up a frequency. Winkler stated on a temporary license we can, we have been renewing the temporary license every six months to keep it alive. We are allowed to do it as long as we have an active application. They alerted him that our active application had been terminated so it had to be re-submitted. We had all of the data except we missed the 7460 originally. Snyder stated if it has always been submitted as a temporary to the FCC there has been no 7460 on file or for the FCC to take it from temporary to permanent license for renewal provides a longer extension of renewal and it would require the 7460. Kapostasy seconded the motion. Motion carried unanimously (5-0). Snyder stated this payment is not for the application, we have not even started the 7460.

Silvey stated he has asked Snyder to help Dan (Montgomery) on the Rule 6 compliance and has asked for the estimated costs for the remaining reports and submittals to IDEM to complete the project. Woolpert's estimate is \$13,000. Silvey stated Rauch has prepared a summary of monies left in the County General budget. There is approximately \$17,000 left in the 2007 budget that could be transferred to the Contractual Services line item. Rauch stated she will need a purchase order or contract to transfer and encumber the funds. Silvey asked for a motion to authorize under Woolpert's General Consulting Contract for an additional \$13,000 to cover the costs for completing and wrapping up everything relating to Rule 6 and Stormwater. Kapostasy so moved. Tolson seconded. Motion carried unanimously. Rauch asked Snyder if all of the invoices for the crack seal repair have been submitted, she shows a balance of \$14,000 in that line item. Snyder stated that invoices have been submitted and are complete. Rauch stated the Board has a total of \$27,000 left to encumber. Howard asked if it would be appropriate for the President to request that those sums be encumbered to next year for contractual services to apply to the costs of the Master Plan? We don't know what amount is coming into the Thompson TIF settlement. Every dollar we can get towards the Master Plan is important. Rauch stated she will need written documentation for the Auditor. Silvey asked Snyder to provide a proposal for an additional \$14,000 work on the Master Plan. Howard stated it is not additional as much as allowing this money to

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apply to the contract that already exists. Howard requested authorization to write the request for the encumbrance of the monies. Kapostasy so moved. Tolson seconded. Motion carried unanimously (5-0). Snyder will prepare the contract for the Stormwater compliance.

Kapostasy asked if there is an update on the planning and zoning of the property adjacent to the airport where the trailer business is proposed? Silvey stated he has not heard of anything. The Boone County Plan Commission has recommended it to the Boone County Commissioners. He has not heard of any action by Boone County. Silvey stated he and Snyder have met with the Engineer for the project and they were cooperative and very interested in working with us. They are asking that we share some of our survey data, which we have agreed to and they have agreed to share their data when they are complete. Kapostasy asked if anyone has looked at the drainage issues? The drain on our property is six to eight feet deep; it is a major drainage ditch from the edge of their property. The transition will not be immaterial work for them. Silvey stated they will pay for whatever improvements that needs to be done to the swale. Kapostasy stated there was a question regarding where the water line goes and he has identified that it comes to 166th Street on our property before it heads east. Silvey stated they have indicated that before they expand their development of the four out lots that they will have to have water and sewer to develop the out lots; depending on costs they are interested in participating if we can come up with a project that is a reasonable cost that they can afford. Snyder stated we did discuss the potential of the crosswind runway and the impact on the out lots. We did tell them there could be a height restriction. It appeared to us that what they are developing today would not be impacted by height but future development could be. We might have to notch out a small area or easement so they understand it accordingly.

Moran asked when is the purchase of the airport paid off? Rauch stated June 2008. Moran asked if the crosswind runway will require acquisition of the 20 acres? Snyder stated he does not believe so; it may require some easement but he can't imagine it would require any acquisition. Moran suggested it be a good idea to consider some offer to the owner so he does not sell it. Silvey stated we will need to wait until we see the final master plan.

Silvey asked Rauch to include Election of Officers on the January meeting agenda. Rauch asked for a motion to change the January meeting date. Kapostasy motioned to move the January 3, 2008 meeting to January 10, 2008 with a work session at 6:00 p.m. and public session at 7:00 p.m. Allyn Beaver seconded. Motion carried unanimously (5-0).

Silvey adjourned the meeting.

Present

Don Silvey, President
Tom Kapostasy, Vice President
Tim Tolson, Board Member
Allyn Beaver, Board Member
Ted Moran, Board Member
Michael Howard, Attorney
Mike Evans, Woolpert

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Dan Montgomery, Montgomery Aviation

Carl Winkler, Montgomery Aviation

Chris Snyder, Woolpert

Mike Evans, Woolpert

Larry Creakbaum, Woolpert

Maria Muia, Aerofinity

Kim Rauch, Secretary

Jacob Gross, Noblesville

Sadie Kennedy, Fishers

Parvin Gillim, Noblesville

APPROVED

President

Date: _____

ATTEST

Kim Rauch, Secretary

Date: _____